IN THE SPECIFICATION:

Please replace paragraph [0001] with the following amended paragraph:

[0001] The present invention relates generally to a mirror assembly and more particularly to a remote controlled ~~crossview~~ crossover mirror assembly.

Please replace paragraph [0016] with the following amended paragraph:

[0016] Figure 1 is a perspective view of a school bus having a crossover mirror assembly according to one embodiment of the present invention;

Please replace paragraph [0017] with the following amended paragraph:

[0017] Figure 2 is a perspective view of a crossover mirror assembly according to one embodiment of the present invention;

Please replace paragraph [0018] with the following amended paragraph:

[0018] Figure 3 is a section view of the crossover mirror assembly of Figure 2 in the direction of the arrows 3-3;

Please replace paragraph [0019] with the following amended paragraph:

[0019] Figure 4 is a sectional view from the front of a crossover mirror assembly according to one embodiment of the present invention;

Please replace paragraph [0020] with the following amended paragraph:

[0020] Figure 5 is a cross-sectional view of the crossover mirror assembly of Figure 4 in the direction of the arrows 5-5; and

Please replace paragraph [0024] with the following amended paragraph:

[0024] Each of the mirror assemblies 22 and 24 are preferably similar to one another. However, they may take on a variety of different configurations. The crossover mirror assembly 22 is shown more particularly in Figures 2-5 and in one embodiment includes an elongate, arcuate mirror 26 having a reflective surface 46 with a generally convex shape throughout. The mirror 26 is mounted in a frame 28 having a curved back plate 30 and turned in edges 32. The edges 32 are turned over the edges of the mirror 26 with a suitable vinyl or rubber layer 34 there between.

Please replace paragraph [0028] with the following amended paragraph:

[0028] Each crossover mirror assembly 22, 24 is mounted to the respective fender 14, 16 so that the reflective surface 46 has a fixed up and down visual orientation (along the y-axis or vertical adjustment). However, through use of the coupled electronic controller 58 and electronic actuator 56, complete electronic adjustment of the crossover mirror assembly 22 rightward or leftward (corresponding to a counterclockwise or clockwise adjustment, (i.e., horizontal adjustment) of the crossover mirror assembly 22) is obtained by the operator within the cab area 17 without the need for external assistance. This allows complete field of vision to the area in front and to the side of the bus 10 for any vehicle operator.

Please replace paragraph [0029] with the following amended paragraph:

[0029] To accomplish this counterclockwise or clockwise adjustment about a horizontal plane, the electronic controller 58 is used by the operator in the cab area 17 to control the electronic actuator 56 that adjusts the crossover mirror assembly 22, 24 in a rightward and leftward direction.

Please replace paragraph [0030] with the following amended paragraph:

[0030] As best shown in Figure 3, the electronic actuator 56 pivots, or swivels, clockwise or counterclockwise about a horizontal plane in response to an electronic signal sent from the electronic controller 58 via electric leads 60. The actuator 56 pivots about a center point 80 defined by the length of the tubular portion 40 and mounting

support 20, which remain stationary. The pivoting of the electronic actuator 56 in turn causes the coupled arcuate mirror 26 and curved back plate 30 to pivot in response. The amount of pivoting of the crossover mirror assembly 22 about the center point 80 is restricted in an about horizontal plane direction internally within the actuator 56 to an amount corresponding to a predetermined angle α. The angle α is a comparison of the relative orientation of the crossover mirror assembly along a vertical plane 70 in a first position, corresponding to a centered position, and a second position, corresponding to a counterclockwise most pivoted position defining a vertical plane 70A or clockwise most pivoted position defining a vertical plane 70B.

Please replace paragraph [0031] with the following amended paragraph:

[0031] The vertical plane 70, 70A, 70B, as shown in Figure 3, is defined as by a vertical plane extending from the corners 77, or outermost edges, of the curved back plate 30 through the center point 80. Preferably, the complete range of angle α is limited to about 45 degrees when comparing the crossover mirror assembly 22 in the centered position with either the counterclockwise most or clockwise most position.

Please replace paragraph [0032] with the following amended paragraph:

[0032] The electronic actuator 56 describes any type of remotely controllable electronic motor that can swivel, or otherwise rotate, clockwise or counterclockwise about a horizontal plane about a fixed vertical center point 60 as will be understood by one of skill in the art. One preferred electronic actuator 56 (shown in Figures 4 and 5) and electronic controller 58 (shown in Figure 2) combination that meets these requirements is a servomotor 56 electronically coupled to a toggle switch type controller 58. In this embodiment, the depressing of the toggle switch 92 by the operator in a leftward or rightward direction within the cab area 17 induces an electronic signal to be sent to the servomotor. The servomotor 56 interprets the electronic signal and generates a direct current within its coupled magnetic coils (not shown) in response to the electronic signal. The direct current creates a magnetic field that induces a shaft portion (not shown) of the servomotor 56 to rotate clockwise or counterclockwise in

response to the magnetic field. The arcuate mirror 26 and crossover mirror assembly 22 are then adjusted rightward or leftward in response to the this rotation to improve the field of vision in front of and to the side of the vehicle 10.

Please replace paragraph [0033] with the following amended paragraph:

[0033] The movement clockwise or counterclockwise is limited in two distinct ways. First, the operator may simply return the toggle switch 92 to its normal position if the mirror adjustment is satisfactory. Second, the servomotor 56 itself may have a limiter to restrict the clockwise or counterclockwise rotation of the crossover mirror assembly 22 as described above corresponding to angle α.

Please replace paragraph [0035] with the following amended paragraph:

[0035] The present invention addresses problems with typical ~~crossview~~ crossover mirrors found in the prior art by allowing the arcuate mirror 26 to be adjusted rightward or leftward as seen by the operator of the vehicle 10 to ensure the minimization of blind spots in front of and along the side of the vehicle 10. This adjustment takes place within the cab area 17 of the vehicle 10. Thus, additional personnel are not required in aiding to adjust the mirrors. Properly adjusted mirrors will add greater safety to the children who ride the bus every day.